SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

TIME TABLE

2

FOR THE

NEW MEXICO DIVISION

To Take Effect Sunday, May 24, 1925, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

A. E. SWEET,
Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

CARRIZOZO SUBDIVISION

Car Capacity of Sidings in Car Lengths	EASTWARD									Distance from San Francisco	Time Table No. 2 May 24, 1925	Distance from El Paso	WESTWARD							
	SECOND CLASS						FIRST CLASS						FIRST CLASS			SECOND CLASS				
	232 Freight	230 Freight	206 Local Freight	228 Freight	92 Los Angeles Manifest Freight	226 Freight	2 Californian	4 Golden State Limited	12 Golden State Express				1 Californian	11 Golden State Express	3 Golden State Limited			91 Los Angeles Manifest Freight	205 Local Freight	
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily Ex. Sunday	
Yard BKIP							9.15PM	1.40PM	11.55AM	1295.9	Auto Block Signals TO-R EL PASO Union Passenger Depot 0.8 Dbl. Trk.	0.8	6.30AM	1.30PM	2.50PM					
1200 BFWYTPK	6.30PM	**2.40PM**	7.00AM	**6.20AM**	3.00AM	12.01AM	9.25	1.50	12.03PM	1296.7	TO-R FREIGHT YARD 4.8	0.0	**6.20**	1.20	**2.40**			1.00PM	5.30PM	
28 P							f			1301.5	FORT BLISS (Spur) 0.8	4.8	f							
84 P No.1 & Hse. 101	7.00	3.10	7.25	6.50	3.35	12.30	f 9.44	**2.17**	**12.18**	1302.3	MATERIAL YARD 6.7	5.6	f 6.00	1.00	**2.17**			**12.18PM**	4.45	
85 P	7.15	3.25	7.45	7.05	4.05	12.45	f 9.54	2.27	12.27	1309.0	PANCHO 7.1	12.3	f 5.50	12.51	2.08			11.58AM	4.25	
88 WP	7.40	**3.50**	8.10	7.30	4.30	1.10	f 10.07	2.37	f **12.38**	1316.1	TO NEWMAN 5.6	19.4	f 5.39	f **12.38**	1.58			11.40	**3.50**	
87 P	7.55	4.05	8.25	7.45	5.00	1.25	f 10.15	2.45	12.55	1321.7	HUECO 4.5	25.0	f 5.31	12.27	1.50			11.25	3.35	
88 P	8.05	4.15	8.35	7.55	**5.25**	1.35	f 10.22	2.52	1.03	1326.2	ALVARADO 5.9	29.5	f **5.25**	12.20	1.43			11.15	3.20	
88 P	8.15	4.25	8.50	8.05	5.50	1.45	f 10.31	**3.00**	1.12	1332.1	DESERT 7.1	35.4	f 5.17	12.12	1.35			10.55	**3.00**	
86 P	8.30	4.40	9.05	8.20	6.20	2.00	f 10.42	3.10	**1.24**	1339.2	ELWOOD 5.9	42.5	f 5.08	12.01PM	**1.24**			10.30	2.32	
86 WYP 33 House	8.50	5.00	9.30	8.40	6.45	2.20	f 10.52	3.18	f 1.32	1345.1	TO OROGRANDE Junction Jarilla Line 6.3	48.4	f 5.00	f 11.52AM	1.10			10.10	2.15	
87 P	9.05	5.15	**9.45**	8.55	7.10	2.35	f 11.00	3.26	**1.40**	1351.4	TURQUOISE 5.7	54.7	f 4.49	11.42	1.00			**9.45**	**1.40**	
86 P	9.15	5.25	9.55	9.05	7.30	2.45	f 11.08	3.33	1.47	1357.1	PAXTON 4.9	60.4	f 4.41	11.33	12.52			9.30	1.05	
90 P	9.25	5.35	10.05	**9.15**	7.50	2.55	f 11.16	3.40	1.54	1362.0	ESCONDIDA 4.0	65.3	f 4.34	11.27	**12.45**			**9 15**	**12.45**	
109 P	9.35	5.45	10.15	9.25	8.10	3.05	f 11.22	3.46	2.00	1366.0	6.1	69.3	f 4.28	11.21	12.39			8.55	12.25	
87 P	9.45	5.55	10.25	9.35	**8.30**	3.15	f 11.30	3.54	2.08	1372.1	VALMONT 5.8	75.4	f 4.20	11.14	12.32			**8.30**	12.05PM	
63 P	9.55	6.05	10.40	9.45	8.55	3.25	f 11.38PM	4.04	2.16	1377.9	OMLEE 4.8	81.2	f 4.12	11.07	12.24			7.40	11.45AM	
162 BFWPK 40 Stock	10.35	6.45	**11.00AM** **1.00PM**	**10.20**	**9.55**	**4.05**	s 12.01AM	s 4.20	s 2.35	1382.7	TO-R ALAMOGORDO 1.4	86.0	s **4.05**	s **11.00**	s **12.15**			7.20	**11.30** **9.55**	
YP	10.40	6.50	1.10	10.25	10.00	4.15	12.03	4.22	2.37	1384.1	ALAMOGORDO JCT. 4.4	87.4	3.53	10.49	12.05PM			6.45	9.45	
86 P	11.00	7.10	1.30	**10.43**	10.15	4.35	f 12.10	4.28	2.43	1388.5	KEARNEY 7.0	91.8	f 3.47	**10.43**	11.59AM			6.25	9.30	
89 P 32 House	11.15	7.25	2.10	11.00	**10.33**	4.50	s 12.22	4.38	f 2.55	1395.5	TO TULAROSA 7.4	98.8	s 3.37	f **10.33**	11.50			6.05	9.15	
86 P	11.30	7.40	2.35	11.20	11.05	5.05	f 12.32	4.48	3.05	1402.9	TEMPORAL 4.2	106.2	f 3.24	10.22	11.40			5.35	8.45	
86 P	11.40PM	7.50	2.45	**11.34**	**11.34AM**	**5.15**	f 12.39	4.54	3.11	1407.1	SALINAS 5.7	110.4	f 3.15	10.16	**11.34**			**5.15**	8.35	
87 WP 40 House	12.01AM	8.10	**3.20**	11.55AM	12.05PM	5.35	f 12.50	5.02	f **3.20**	1412.8	TO THREE RIVERS 5.5	116.1	f 3.07	f 10.08	11.27			4.45	8.20	
87 P	12.25	8.35	3.50	12.20PM	12.30	6.00	f 1.00	5.12	3.30	1418.3	NORTH 6.1	121.6	f 2.57	10.00	11.19			4.20	7.55	
87 WP 40 House	12.45	8.55	4.30	12.40	12.55	6.20	f 1.12	5.22	f 3.40	1424.4	TO OSCURA 8.4	127.7	f 2.47	f 9.52	11.10			3.50	7.40	
86 P	1.05	9.15	5.00	1.00	1.20	6.40	f 1.25	5.35	3.52	1432.8	POLLY 7.0	136.1	f 2.35	9.40	11.00			3.10	7.20	
371 BTFWYPK	1.30AM	9.40PM	5.30PM	1.25PM	1.50PM	**7.05AM**	1.40AM	5.45PM	4.05PM	1439.8	TO-R CARRIZOZO	143.1	2.25AM	9.30AM	10.50AM			2.40AM	**7.05AM**	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(143.9)		Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily Ex. Sunday	
	(7.00) 20.44	(7.00) 20.44	(10.30) 13.70	(7.05) 20.21	(10.50) 13.29	(7.04) 20.25	(4.25) 32.58	(4.05) 35.24	(4.10) 34.54		Time over District Average speed per hour		(4.05) 35.24	(4.00) 35.98	(4.00) 35.98			(10.20) 13.85	(10.25) 13.73	

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Passengers to or from
3 and 11	Any Station	Hutchinson, Kansas or east thereof.
4 and 12	Any Station	Yuma, Arizona or west thereof.

DURAN SUBDIVISION

EASTWARD														WESTWARD								
Car Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS			Distance from San Francisco	Automatic Block Signals	Time Table No. 2	Distance from El Paso	FIRST CLASS			SECOND CLASS					
	230	92	228	204	226	232	4	12	2			May 24, 1925		1	11	3			203	91		
	Freight	Los Angeles Manifest Freight	Freight	Local Freight	Freight	Freight	Golden State Limited	Golden State Express	Californian					Californian	Golden State Express	Golden State Limited			Local Freight	Los Angeles Manifest Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily			Arrive Tue. Thur. Sat.	Arrive Daily		
371 BTFWYPK	10.20PM	3.00PM	2.00PM	**9.20AM**	8.15AM	**2.15AM**	5.55PM	4.15PM	1.50AM	1439.8		TO-R CARRIZOZO 0.3	143.1	**2.15AM**	**9.20AM**	10.40AM			4.00PM	1.40AM		
										1440.1		CARRIZOZO JUNCTION 6.7	143.4									
87 P	10.45	**3.35**	2.25	9.50	8.40	2.40	6.07	4.27	f **2.05**	1446.8		ROBSART 5.4	150.1	f **2.05**	9.09	10.30			**3.35**	1.10		
86 WP No. 2 44	11.05	4.00	**2.45**	**10.22**	**9.02**	3.00	6.15	4.35	f 2.15	1452.2		COYOTE 6.9	155.5	f 1.55	**9.02**	**10.22**			**2.45**	12.45		
86 P	11.25PM	4.25	3.05	10.40	9.25	3.20	6.24	4.44	f 2.25	1459.1		LARGO 4.3	162.4	f 1.44	8.53	10.11			2.10	12.20		
96 WP No. 2-36 20 Hse.	**12.01AM**	**4.55**	3.40	11.10	**10.04**	3.55	6.34	f **4.55**	s 2.36	1463.4		TO ANCHO 3.5	166.7	s 1.37	f 8.47	**10.04**			1.50	**12.01AM**		
57 P	12.20	5.25	4.00	11.30AM	10.25	4.15	6.42	5.02	f 2.45	1466.9		LUNA 6.1	170.2	f 1.30	8.41	9.58			1.20	11.40PM		
48 P No. 2 41	12.50	6.10	4.35	12.01PM	11.00	4.50	6.52	5.12	f 3.00	1473.0		TECOLOTE 4.7	176.3	f 1.20	8.31	9.48			12.50	11.15		
86 P	**1.10**	6.30	4.50	12.25	11.15	5.05	7.00	5.20	f 3.10	1477.7		ELDA 4.7	181.0	f **1.10**	8.23	9.40			12.25PM	10.45		
86 WP 76 Quarry Trk	1.20	6.45	5.00	1.00	**11.25**	5.15	7.08	5.28	f 3.20	1482.4		GALLINAS 8.4	185.7	f 1.00	8.17	9.34			**11.25AM**	10.10		
83 YP 41 House	1.40	**7.20**	5.20	1.45	11.45	5.35	**7.20**	f 5.40	s 3.35	1490.8		TO CORONA 4.3	194.1	s 12.45	f 8.05	9.22			10.15	9.10		
84 WP	1.48	7.45	5.28	2.05	11.53AM	5.43	7.26	5.46	f 3.42	1495.1		VARNEY 3.8	198.4	f 12.34	7.55	9.14			9.30	8.35		
83 P 16 Stk. 46 Hse.	1.55	**8.10**	5.35	2.40	12.01PM	5.50	7.32	f 5.52	s 3.52	1498.9		TO TORRANCE 5.3	202.2	s 12.25	f 7.49	**9.08**			**9.08**	**8.10**		
86 P	2.05	8.35	5.45	3.00	12.11	6.00	**7.40**	6.00	f 4.01	1504.2		HELENA 6.3	207.5	f 12.10	7.40	9.00			8.30	**7.40**		
328 FWTPBK 71 Stock	2.20AM	9.00PM	6.00PM	3.30PM	12.25PM	6.15AM	7.55PM	6.15PM	4.15AM	1510.5		TO-R DURAN	213.8	12.01AM	7.30AM	8.50AM			8.00AM	6.40PM		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(70.7)		Leave Daily	Leave Daily	Leave Daily			Leave Tue. Thur. Sat.	Leave Daily		
	(4.00) 17.68	(6.00) 11.79	(4.00) 17.68	(6,10) 11.47	(4.10) 16.97	(4.00) 17.68	(2.00) 35.35	(2.00) 35.35	(2.25) 29.26			Time over District Average speed per hour		(2.14) 31.66	(1.50) 38.52	(1.50) 38.52			(8.00) 8.83	(7.00) 10.10		

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Passengers to or from
3 and 11	Any Station	Hutchinson, Kansas or east thereof.
4 and 12	Any Station	Yuma, Arizona or west thereof.

TUCUMCARI SUBDIVISION

	EASTWARD SECOND CLASS						FIRST CLASS					Time Table No. 2 May 24, 1925		WESTWARD FIRST CLASS			SECOND CLASS	
Car Capacity of Sidings in Car Lengths	92 Los Angeles Manifest Freight	228 Freight	226 Freight	202 Local Freight	232 Freight	230 Freight	4 Golden State Limited	12 Golden State Express	2 Californian	Distance from San Francisco		STATIONS	Distance from El Paso	11 Golden State Express	3 Golden State Limited	1 Californian	91 Los Angeles Manifest Freight	201 Local Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.
328 FWTPBK 71 Stock	10.00PM	6.55PM	1.25PM	**8.45**AM	**7.25**AM	3.20AM	8.00PM	**6.20**PM	4.20AM	1510.5	Automatic Block Signals	TO-R DURAN 6.2	213.8	**7.25**AM	**8.45**AM	11.50PM	5.40PM	**6.20**PM
64 P	10.20	7.15	1.40	9.05	7.40	3.35	8.10	6.28	f 4.30	1516.7		INDIOLE 4.8	220.0	7.12	8.32	f 11.35	5.05	5.50
61 P	10.35	7.25	1.50	9.25	7.50	3.45	8.18	6.35	f 4.38	1521.5		EPRIS 3.9	224.8	7.05	8.23	f 11.25	4.40	5.35
87 WP 12 House	10.45	7.35	2.00	9.55	7.58	3.55	8.24	f 6.45	s 4.48	1525.4		TO VAUGHN 2.6	228.7	f 6.55	s 8.15	s 11.15	4.20	5.20
60 P	**11.00**	7.45	2.05	10.05	**8.10**	4.00	8.28	6.49	f 4.53	1528.0		TONY 5.2	231.3	6.46	**8.10**	f **11.00**	3.50	4.50
86 P	11.25	7.58	2.15	10.20	8.30	4.10	8.35	6.57	f 5.03	1533.2		LEONCITO 6.6	236.5	6.35	8.00	f 10.51	3.10	4.25
87 P	11.45PM	8.15	**2.30**	10.40	8.45	4.25	8.44	7.05	f 5.13	1539.8		WINKLE 7.2	243.1	6.24	7.49	f 10.40	**2.30**	4.00
119 WP	12.05AM	8.35	2.50	11.00	9.05	4.45	8.55	7.14	s 5.25	1547.0		TO PASTURA 5.2	250.3	6.12	7.38	s 10.28	2.00	3.35
86 P	12.25	8.48	**3.05**	11.15	9.20	4.55	9.03	7.21	f 5.37	1552.2	Auto. Block Signals	GUADALUPE 6.1	255.5	6.04	7.30	f 10.16	1.35	**3.05**
86 P	12.45	9.00	3.15	11.30	9.30	5.05	9.11	7.28	f **5.54**	1558.3		ARABELLA 5.2	261.6	**5.54**	7.20	f 10.04	1.10	2.30
86 FP 21 Coal Ch. Trk	1.05	9.12	3.25	11.50AM	9.40	5.15	9.20	7.37	f 6.05	1563.5		PINTADO 4.7	266.8	5.42	7.10	f 9.50	12.45	2.00
No.1-88 WYP No.2-82 No 3-42	1.20	**9.35**	3.35	**12.05**PM **12.45**	9.50	**5.32**	s **9.35**	s 7.47	s 6.20	1568.2		TO SANTA ROSA 9.2	271.5	s **5.32**	s 7.00	s 9.35	**12.15**PM	1.30
86 P No. 2 48	1.45	10.10	4.05	1.30	10.20	6.00	9.52	8.02	f **6.40**	1577.4		LOS TANOS 8.4	280.7	5.12	**6.40**	f 9.15	11.25AM	12.15PM
85 P No. 2 36	2.10	10.35	4.30	2.15	**10.50**	**6.25**	10.04	8.14	s 7.00	1585.8		TO CUERVO 8.9	289.1	5.00	**6.25**	s 9.00	**10.50**	11.45AM
85 P	2.30	10.52	4.55	2.45	**11.05**	6.50	10.16	8.26	f 7.17	1594.7		NEWKIRK 5.6	298.0	4.48	6.12	f 8.43	10.15	**11.05**
85 P	2.45	11.05	5.10	3.05	11.20	7.05	10.26	**8.35**	f 7.25	1600.3		SIMMONS 6.3	303.6	4.40	6.05	f **8.35**	10.00	10.40
86 WP 17 Stock	3.05	11.17	5.25	3.30	11.35	7.20	10.36	8.45	s 7.40	1606.6		TO MONTOYA 8.9	309.9	4.30	5.56	s 8.22	9.35	10.15
86 P No. 2 27	3.35	11.35	5.50	4.05	11.55AM	7.40	10.50	9.00	f 7.55	1615.5		PALOMAS 6.3	318.8	4.15	5.42	f 8.07	9.05	9.45
86 P	**4.05**	11.47	6.05	4.25	12.10PM	7.50	11.00	9.10	f 8.05	1621.8		HARGIS 5.5	325.1	**4.05**	5.30	f 7.57	8.45	9.25
1444 FWYTPBK	4.20AM	11.59PM	6.25PM	5.00PM	12.25PM	8.10AM	11.15PM	9.25PM	¶ **8.20**AM	1627.3		TO-R TUCUMCARI	330.6	3.55AM	5.20AM	¶ 7.45PM	**8.20**AM	9.00AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue. Thur. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(116.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.
	(6.20) 18.44	(5.04) 23.05	(5.00) 23.36	(8.15) 14.16	(5.00) 23.36	(4.50) 24.10	(3.15) 35.94	(3.05) 37.88	(4.00) 29.20			Time over District Average Speed per hour		(3.30) 33.37	(3.25) 34.19	(4.05) 28.60	(9.20) 12.51	(9.20) 12.51

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS		
Train	At	Passengers to or from
3 and 11	Any Station	Hutchison, Kansas or east thereof.
4 and 12	Any Station	Yuma, Arizona or West thereof.

CARRIZOZO SUBDIVISION

Supplement No. 1
To
Time Table No. 2
September 13, 1925

Car Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 214 Mixed Leave Mon. Wed. Fri.	Distance from San Francisco	STATIONS	Distance from Alamogordo	WESTWARD SECOND CLASS 213 Mixed Arrive Mon. Wed. Fri.
162 BFWPK 40 Stock	8.00AM	1382.7	TO-R ALAMOGORDO 1.4	0.0	3.50PM
YP	8.05	1384.1	ALAMOGORDO JUNCTION 2.8	1.4	3.40
2		1386.9	OLIVERLEE SPUR 1.9	4.2	
17 P	s 8.25	1388.8	LA LUZ 3.7	6.1	s 3.20
14	f 8.45	1392.5	EL VALLE 2.9	9.8	f 3.00
6	f 9.05	1395.4	PINTO 3.2	12.7	f 2.45
15 P	s 9.25	1398.6	HIGH ROLLS 0.7	15.9	s 2.25
9 P	s 9.35	1399.3	MOUNTAIN PARK 1.5	16.6	s 2.15
7 WP	s 9.50	1400.8	WOOTEN 2.6	18.1	s 2.05
8 YP	f 10.10	1403.4	TOBOGGAN 0.1	20.7	f 1.50
		1403.5	SWITCHBACK (South End) 0.9	20.8	
		1404.4	SWITCHBACK (North End) 1.9	21.7	
1		1406.3	BAILEYS 2.8	23.6	
7 WPY	s 10.50	1409.1	TO-R CLOUDCROFT 0.7	26.4	s 1.15
41		1409.8	R HOTEL SPUR 0.2	27.1	
7	f 11.00	1410.0	MILE POST 27 1.0	27.3	f 12.35
11	f 11.05	1411.0	COX CANON (Spur) 2.2	28.3	f 12.30
2		1413.2	HUDMANS SPUR 2.2	30.5	
22 YP	11.30AM	1415.4	RUSSIA	32.7	12.05PM
	Arrive Mon. Wed. Fri.		(32.7)		Leave Mon. Wed. Fri.
	(3.30) 9.34		Time over District Average speed per hour		(3.45) 8.54

Westward trains are superior to trains of the same class in the opposite direction.
Exception: No. 214 is superior to No. 213.

CARRIZOZO SUBDIVISION

Supplement No. 1
To
Time Table No. 2
September 13, 1925

Car Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco	STATIONS	Distance from Orogrande	WESTWARD
86 WYP 33 House		1345.1	TO OROGRANDE Junction Jarilla Line 0.6	0.0	
40		1345.7	SMELTER (Spur) 2.0	0.6	
9		1347.7	MURRAY (Spur) 0.1	2.6	
12		1347.8	JARILLA 0.5	2.7	
33		1348.3	LUCKY MINE (Spur) 0.5	3.2	
4		1348.8	JARILLA RED. CO. (Spur) 0.6	3.7	
2		1349.4	PARKER (Spur) 0.4	4.3	
		1349.8	ZORA	4.7	
			(4.7)		

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

SUPPLEMENT NO. 1

TO

TIME TABLE
NO. 2

FOR THE

NEW MEXICO DIVISION

Superceding Page 5

To Take Effect Sunday, September 13th, 1925, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

C. M. MURPHY,
Superintendent

CARRIZOZO SUBDIVISION

Car Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS			Distance from San Francisco	Time Table No. 2 May 24, 1925	Distance from Alamogordo	WESTWARD SECOND CLASS		
	220 Mixed Leave Daily	218 Mixed Leave Daily	214 Mixed Leave Daily		STATIONS		213 Mixed Arrive Daily	217 Mixed Arrive Daily	219 Mixed Arrive Daily
162 BFWPK 40 Stock	2.45PM	1.00PM	3.30AM	1382.7	TO-R ALAMOGORDO 1.4	0.0	10.55AM	8.35PM	9.35PM
YP	2.50	1.05	3.35	1384.1	ALAMOGORDO JUNCTION 2.8	1.4	10.45	8.25	9.25
2				1386.9	OLIVERLEE SPUR 1.9	4.2			
17 P	s 3.10	s 1.25	s 3.55	1388.8	LA LUZ 3.7	6.1	s 10.25	s 8.00	s 8.55
14	f 3.30	f 1.45	f 4.15	1392.5	EL VALLE 2.9	9.8	f 10.05	f 7.40	f 8.35
6	f 3.45	f 2.00	f 4.30	1395.4	PINTO 3.2	12.7	f 9.50	f 7.25	f 8.20
15 P	s 4.05	s 2.20	s 4.50	1398.6	HIGH ROLLS 0.7	15.9	s 9.30	s 7.05	s 8.00
9 P	s 4.10	s 2.25	s 4.55	1399.3	MOUNTAIN PARK 1.5	16.6	s 9.18	s 6.55	f 7.50
7 WP	s 4.25	s 2.40	s 5.15	1400.8	WOOTEN 2.6	18.1	s 9.10	s 6.47	f 7.40
8 YP	f 4.40	f 2.55	f 5.30	1403.4	TOBOGGAN 0.1	20.7	f 8.57	f 6.32	f 7.25
				1403.5	SWITCHBACK (South End) 0.9	20.8			
				1404.4	SWITCHBACK (North End) 1.9	21.7			
1				1406.3	BAILEYS 2.8	23.6			
7 WPY	s 5.15	s 3.45	s 6.15	1409.1	TO-R CLOUDCROFT 0.7	26.4	s 8.25	s 6.00	s 5.45
41	5.25PM	s 3.50	6.45AM	1409.8	R HOTEL SPUR 0.2	27.1	8.15AM	s 5.50	5.35PM
7		f 3.55		1410.0	MILE POST 27 1.0	27.3		f 5.45	
11		f 4.00		1411.0	COX CANON (Spur) 2.2	28.3		f 5.30	
2				1413.2	HUDMANS SPUR 2.2	30.5			
22 YP		4.35PM		1415.4	RUSSIA	32.7		5.00PM	
	Arrive Daily	Arrive Daily	Arrive Daily		(32.7)		Leave Daily	Leave Daily	Leave Daily
	(2.40)	(3.35)	(3.15)		Time over District		(2.40)	(3.35)	(4.00)
	10.11	9.13	8.30		Average speed per hour		10.11	9.13	6.75

Westward trains are superior to trains of the same class in the opposite direction.

Exception: No. 214 is superior to No. 213.
No. 218 is superior to No. 217.
No. 220 is superior to No. 217 and No. 219.

CARRIZOZO SUBDIVISION

Car Capacity of Sidings in Car Lengths	EASTWARD	Distance from San Francisco	Time Table No. 2 May 24, 1925 STATIONS	Distance from Orogrande	WESTWARD
86 WYP 33 House		1345.1	TO OROGRANDE Junction Jarilla Line 0.6	0.0	
40		1345.7	SMELTER (Spur) 2.0	0.6	
9		1347.7	MURRAY (Spur) 0.1	2.6	
12		1347.8	JARILLA 0.5	2.7	
33		1348.3	LUCKY MINE (Spur) 0.5	3.2	
4		1348.8	JARILLA RED. CO. (Spur) 0.6	3.7	
2		1349.4	PARKER (Spur) 0.4	4.3	
		1349.8	ZORA	4.7	
			(4.7)		

DURAN SUBDIVISION

Car Capacity of Sidings in Car Lengths		EASTWARD SECOND CLASS 216 Mixed	Distance from San Francisco	Time Table No. 2 May 24, 1925 STATIONS	Distance from Carrizozo	WESTWARD SECOND CLASS 215 Mixed
		Leaves Tue. Fri.				Arrives Tue. Fri.
371	BTFWYPK	7.00AM	1439.8	TO-R CARRIZOZO	0.0	12.20PM
				0.3		
		7.02	1440.1	CARRIZOZO JUNCTION	0.3	12.15PM
				8.7		
5		f 7.50	1448.8	WALNUT (Spur)	9.0	s 11.40AM
				1.1		
9			1449.9	VERA CRUZ (Spur)	10.1	
				3.4		
			1453.3	SWITCH BACK (N. End)	13.5	
				0.6		
			1453.9	SWITCH BACK (S. End)	14.1	
				0.8		
5		f 8.35	1454.7	INDIAN DIVIDE (Spur)	14.9	f 10.55
				4.2		
27	Y	f 9.00	1458.9	COALORA	19.1	f 10.25
				2.5		
32	P	9.25AM	1461.4	CAPITAN	21.6	10.00AM
		Arrives Tue. Fri.		(21.6)		Leaves Tue. Fri.
		(2.25)		Time over District		(2.20)
		8.94		Average speed per hour		9.26

Westward trains are superior to trains of the same class in the opposite direction.

Exception: No. 216 is superior to No. 215.

TUCUMCARI SUBDIVISION

Car Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 208 Mixed	Distance from San Francisco		Time Table No. 2 May 24, 1925 STATIONS	Distance from Tucumcari	WESTWARD SECOND CLASS 207 Mixed	209 Freight
	Leave Daily					Arrive Daily	Arrive Daily
1444 TFWYPBK	10 .45AM	1627.3	TO-R	TUCUMCARI	0.0	5.45PM	5.30PM
				7.6			
52 P	f 11.00	1634.9		BASCOM	7.6	f 5.25	4.40
				5.5			
39 P No. 2 32	f 11.15	1640.4		CANADIAN	13.1	f 5.00	4.05
				4.5			
3	f	1644.9		PETROLIA (Spur)	17.6	f	
				5.2			
52 P	f 11.40AM	1650.1		ATARQUE	22.8	f 4.35	3.35
				5.2			
3	f	1655.3		TRIGG RANCH (Spur)	28.0	f	
				6.3			
39 YWP	s 12 10PM	1661.6	TO	CAMPANA	34.3	s 4.05	2.50
				5.9			
39 P	f 12.35	1667.5		MEDIO	40.2	f 3.35	2.15
				5.7			
72 FYP No. 2 32	f 12.59	1673.2		CABEZA	45.9	f 3.10	1.40
				4.7			
86 P 24 Stock Trk	s 1.15	1677.9	TO	MOSQUERO	50.6	s 2.50	1.15
				8.4			
63 WP	s 1.35	1686.3	TO	SOLANA	59.0	s 2.30	12.50
				9.8			
39 P 51 Stk. 46 Ind.	¶ 2.00 2.25	1696.1	TO	ROY	68.8	¶ 2.05 1.40	12.25PM
				10.2			
69 YP No. 2-36 60 H.	s 2.50	1706.3	TO	MILLS	79.0	s 1.15	11.35AM
				4.3			
88 P	f 3.00	1710.6		ALICIA	83.3	f 12.50	11.05
				5.0			
69 WP	s 3.15	1715.6	TO	ABBOTT	88.3	s 12.25	10.30
				1.2			
		1716.8		ABBOTT QUARRY	89.5		
				5.0			
62 P	f 3.30	1721.8		VERNON	94.5	f 12.01PM	10.00
				8.0			
47 FWYP	s 3.55	1729.8	TO	TAYLOR	102.5	s 11.35AM	9.20
				11.6			
P	4.30 5.10	1741.4	TO	FRENCH	114.1	10.50 10.20	
				0.2			
37 P	f 5.15	1741.6		LLOYD	114.3	f 10.15	8.20
				12.6			
43 PI Yard 104	s 5.45	1754.2	TO	COLFAX	126.9	s 9.50	7.50
				1.7			
3		1755.9		HORSESHOE SPUR	128.6		
				3.4			
479 FWTPBK	6.15PM	1759.3	TO-R	DAWSON	132.0	9.30AM	7.30AM
	Arrive Daily			(132.0)		Leave Daily	Leave Daily
	(7.30)			Time over District		(8.15)	(10.00)
	17.60			Average speed per hour		16.00	13.20

Westward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated watch inspectors:

S. A. Pope, San Francisco, 65 Market St., Supervisor of Time Service.

El Paso	G. D. Davidson Co.
Alamogordo	A. Sorenson
Carrizozo	J. K. Such
Tucumcari	E. E. Rivers

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULE 14. At junction points when recalling flagman on diverging route use:

Four long and one short blast of steam whistle to recall flagman from the West.

Five long and one short blast of steam whistle to recall flagman from the East.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (B). At open train-order offices, Passenger trains will register by ticket as follows:

El Paso—Octavia Street Yard Office.

RULE 83 (C). Extra trains register at Alamogordo and Cloudcroft, when such stations are open train order officers. All trains register at Hotel Spur.

RULE 83 (D). Trains must obtain clearance card before leaving ALAMOGORDO, CLOUDCROFT when such stations are open train-order offices.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

El Paso
Alamogordo
Carrizozo
Duran
Santa Rosa
Tucumcari
Dawson

RULE 98. THE NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK, AT JUNCTIONS AND RAILROAD CROSSINGS AT GRADE WILL BE AS FOLLOWS:

El Paso (East end double track)	For Westward Track.
Lead to El Paso Union Pass. Depot	For Westward Track.
Crossover between north Santa Fe and north El Paso streets	For Westward and Eastward tracks.
MP 1 (Lead from Main track to El Paso Yard)	For Main Track.
Oro Grande (East and West legs of Wye)	For Main Track
Alamogordo Junction	For Main Track.
Carrizozo Junction	For Main Track.
Tucumcari, (Dawson Line)	For Stock Track.
French Junction	For Main Track.
Colfax (Crossing with St. L. R. M. & P. RR.)	For Southern Pacific Trains.

RULE D-151. Westward trains will use south track El Paso Freight depot to El Paso Union Passenger Depot lead. Eastward trains will cross over between North Santa Fe Street and North El Paso Street and use North track to El Paso freight depot.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

Form E, example 4, (page 54) is modified to the extent that an extra train may be run late as per examples 5 and 6 of form E; rules under these examples applying the same as if it were a regular train.

It will be understood that no other movements are to be made in the same order and that the stations and time at each must be written in column formation.

RULE 820. Enginemen and Firemen who have had less than 610 days actual experience as enginemen or firemen in freight service and less than 60 days experience on the division must not be used in passenger service.

When enginemen or firemen with less than 610 days experience and less than 60 days service as engineman or fireman on the district stand to help or double head a passenger train, they must handle the engine next to the train, the experienced men to handle the leading engine controlling the train.

TRAIN AND AIR INSPECTION

Freight trains descending grades will stop at least ten minutes at

MEDIO
CAMPANA

Five minutes at

HIGH ROLLS
LA LUZ
WALNUT

where trainmen will make careful examination of cars in train.

Before signalling train to proceed, which has stopped on grade for inspection, conductor or rear brakeman must consult air gauge in caboose and know that train line is not obstructed by a closed angle cock.

Engines running light, descending grades of 1½ per cent or over, will make same stops for inspection as are made by freight trains on such grades and engineers will satisfy themselves that tires and machinery are in satisfactory condition.

Air brake tests as outlined in Rule 17 in Book of Rules governing air brakes will be made by all trains at any point where brake pipe has been separated.

Westward trains make this test before leaving Russia, Cloudcroft, High Rolls, Indian Divide, Walnut, Cabeza and Medio.

Running air test prescribed by Rule 16 governing the care and operation of air brakes and air signal apparatus will apply as follows: Eastward and Westward passenger trains at Duran and after passing MP 191. Westward passenger trains at Material Yard.

Conductor will report to Superintendent, by wire, any failure to properly control train by air brakes and will deliver to Car Inspector at first terminal, list showing tonnage of each car in train.

Car Inspector will record on list the piston travel of each car in train, as shown by test made before road engine is cut off, also result of three-minute test of all retainers. The list will then be forwarded to Superintendent by first mail.

WHEN TESTING FOR TRIPLE CAUSING UNDESIRED EMERGENCY AS PER RULE 311.

If test is made on grade, a sufficient number of hand brakes must be set to secure train.

After test is completed and before train proceeds, rear end air brake test as per rule 17 of Rules and Regulations governing care and operation of air brakes, must be made to insure all hose coupled and angle cocks in proper position.

USE OF RETAINERS

On freight and mixed trains, retainers will be used on grades in accordance with Rules Nos. 53 and 54 of "Rules and Regulations governing Air Brakes, etc., effective Jan. 1, 1922," as follows:

Westward Trains, from Cabeza to Campana. From Indian Divide to Walnut. From Zora to Orogrande, use all retainers. Retainer line must be coupled up and in use throughout entire train from Russia to Alamogordo.

Turn up a sufficient number of retainers on head end of Westward Freight trains between Tecolote and Largo and Oscura and Three Rivers and Ft. Bliss and Freight Yard to insure safety of train.

Where retainers are used the rate of speed of freight or mixed trains on any grade of over one per cent will not exceed 25 miles per hour, and on grades of this character MORE THAN FIVE MILES LONG FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES.

The above maximum speed restriction will not affect speed on heavier grades and other locations, where the maximum speed is now provided.

AUTOMATIC BLOCK SYSTEM

When a train is stopped by an automatic block signal governing yards at El Paso, Carrizozo, Duran or Santa Rosa, train will then proceed with caution not exceeding six miles per hour to depot or next home signal.

In foggy or stormy weather send a flagman ahead.

Automatic block signals operate in the upper right quadrant with home signals indicating stop when the arm is extended horizontally or in addition a red light is displayed and indicate proceed when the arm is vertical or in addition a green light is displayed.

Distant signals indicate proceed with caution when the arm is extended horizontally or in addition, a yellow light is displayed and indicate proceed when the arm is vertical or in addition a green light is displayed.

INTERLOCKING

EL PASO

Interlocking plant (Tower 66) at East end of El Paso Union Passenger Depot yards at El Paso will govern movement of trains entering or leaving El Paso Union Passenger Depot yards. Enginemen will give three short blasts of whistle when desiring this route.

Interlocking plant (Tower 47) governs the movement of trains and engines between the Southern Pacific yards and G. H. & S. A., T. & P. and old E. P. & N. E. yards.

WHISTLE SIGNALS AS FOLLOWS

Westward main track, Westward, from any point ———
Westward main track, Eastward, from any point ——— o
Eastward main track, Eastward, from any point ——— ———
Eastward main track, Westward, from any point ——— ——— o
North lead, Eastward, from any point o ———
North lead, Westward, from any point o o ———
South lead, Eastward, from any point ——— o ———
South lead, Westward, from any point o o ——— ———
To T. & P. main track, from any point ——— ——— ———
To T. & P. transfer, from any point ——— ——— ——— ———
To Southern Pacific yard, from any point o ——— o
To old E. P. & N. E. yard, from any point o o o ———

COLFAX, N. M.

At St. L R. M. & P. RR. crossing; The normal position of signals and derails are for Southern Pacific trains. When signals indicate stop, train must be preceded by a flagman through the interlocking plant.

MISCELLANEOUS

1. When about to take water or fuel with a train of twenty or more cars, stop must be made and engine detached before reaching water column or fuel container.

2. Trainmen and Enginemen look out for drifted sand on track between Material Yard and Hueco, Turquoise and Paxton, switches Robsart, Tucumcari and Canadian, Abbot and Colfax.

Look out for rock or trees on track between La Luz and Russia, Walnut and Coalora, Arabella and Pintado, Canadian and Cabeza, particularly during or immediately after rains or thaw.

3. Trainmen will set and lock switches at North and South ends of switchback between Toboggan and Baileys for westward trains, when cars are left on either end of switchback.

4. Trains between Russia and Alamogordo handling logs will not carry passengers.

5. First class trains meeting at Alamogordo will use that portion of the siding between the East and West crossovers and time-table schedules and train orders applicable between first class trains only will apply at these crossovers. Other trains must clear the siding between these crossovers to avoid delay to first class trains when meeting at Alamogordo.

6. A westward train must not follow another train closer than thirty minutes between Cabeza and Campana. Maximum tonnage rating per operative brake, 160 M's between Cabeza and Campana and between Indian Divide and Walnut must be strictly observed.

7. When trains leave stretches of continuously block-signaled track, fusee will be left near the last signal when it is possible a train is following less than ten minutes. Conductors and enginemen having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead of them leaving stretches of track that are continuously block-signaled, will space themselves at the last signal in accordance with Rule 91.

8. Inside switches on sidings must be lined up for siding when not in use.

SPECIAL INSTRUCTIONS---Continued

MISCELLANEOUS—Continued

9. Helper engines should not be cut off for any reason while train is in motion.

10. Helper engines on rear of freight trains must be cut in ahead of caboose or wooden underframe rear end cars. Tucumcari-Canadian helper must be placed in rear of train. Helpers on local or mixed trains between Tucumcari and Dawson must be placed ahead of road engine.

11. Report to Chief Train Dispatcher from first point of communication, giving location of any leaks noticed in water service pipe line between Carrizozo and Pastura.

12. Eastward freight trains will take only enough water at Newman to make Orogrande; Westward freight trains take full tank water at Orogrande, and not take water at Newman unless necessary. Do not take water at Solana unless necessary.

13. Eastward passenger trains take full supply engine fuel at Alamogordo and will not take fuel at other fuel stations unless necessary to make Tucumcari.

Westward passenger trains take full supply engine fuel at Pintado and Alamogordo and will not take fuel at other fuel stations unless absolutely necessary.

Engines in freight or mixed train service Eastward, take only sufficient fuel at intermediate fuel stations on the run of the engine to reach terminal of engine run. Except take full supply fuel at Taylor.

Engines in freight or mixed train service Westward, take full supply engine fuel at all fuel stations.

14. Employes of New Mexico Division using or required to use tracks of the G. H. & S. A. Ry. within yard limits of that company are governed by their rules, regulations and current time table.

DERAILERS IN MAIN TRACK
DAWSON LINE

Derailing switch 550 feet west of west switch Dawson yard, switch must be set locked for derail at all times when not being used by trains or engines entering or leaving Dawson yard.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS

Kind of Car	Average Weights—Pounds		
	Wood	Steel	Steel Underframe
Baggage	75,800	96,200	
Baggage (Dynamo)		101,400	
Baggage and Mail 60'		97,800	
Baggage and Mail 69'	78,800	124,900	86,100
Baggage and Passenger	66,800		
Buffet		131,000	122,000
Buffet (Dynamo)		146,000	
Business	114,200	178,500	141,600
Chair	84,300	99,200	
Club		135,300	121,400
Club (Dynamo)		145,700	
Coaches	75,300	101,200	
Dining	130,600	150,400	143,400
Express Horse	96,200		
Express Refr. (A. R. E.) 40 to 154			78,000
Express Refr. (A. R. E.) 155 to 224			89,000
Express Refr. (A. R. E.) 500 to 506			110,000
Express Refr. (A. R. E.) 1101 to 1175			85,000
Express Refr. (GN RR)	70,000		
Express Refr. (NP RR)	60,000		74,000
Observation	121,700		128,100
Postal 40'		71,800	
Postal 60'		113,800	
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Tourist Sleepers	94,000		133,000
Tea and Silk	48,000		

SPEED RESTRICTIONS

SPEED OF PASSENGER TRAINS MUST NOT EXCEED 60 MILES PER HOUR.
SPEED OF FREIGHT AND MIXED TRAINS MUST NOT EXCEED 35 MILES PER HOUR.

Trains will not exceed the speed in miles per hour shown below. This does not authorize exceeding other speed restrictions specified.

Page	BETWEEN	Passenger	Freight	Light Engines	
				Running Forward	Running Backward
	Through interlocking limits with caution	......	......	......	......
	Through crossovers, turnouts	8	8	8	8
2	El Paso: Santa Fe, El Paso, Oregon, Mesa, Stanton, Kansas and Campbell streets must be	Fl'gd	Fl'gd	Fl'gd	Fl'gd
2	El Paso: Other street Crossings	10	10	10	10
2	El Paso: Within City Limits	10	10	10	10
2	El Paso and Ft. Bliss	20	15	15	15
2	Ft. Bliss and Three Rivers	60	35	35	20
2-3-4	Three Rivers and Tucumcari	50	35	35	20
5	Orogrande and end of track at Zora	12	12	12	12
5	Alamogordo and La Luz	20	20	20	20
5	La Luz and Russia	15	15	15	15
5	La Luz and Russia Engines 2510 & 2511	12	12	12	12
6	Carrizozo and Vera Cruz	20	20	20	20
6	Vera Cruz and Capitan	15	15	15	15
3	All points on WYE, Corona	5	5	5	5
3	Eastward trains, over first street crossing west of depot, Duran	10	10	10	10
4	All points, transfer track Vaughn	6	6	6	6
7	Tucumcari and Dawson	30	30	30	20
7	Cabeza and Campana and on curves of eight degrees or over	15	15	15	15
7	Depot at Roy and first street crossing east of depot	6	6	6	6
7	Roundhouse and depot, Dawson, over road crossing	4	4	4	4
	and between sunset and sunrise must be	Fl'gd	Fl'gd	Fl'gd	Fl'gd
7	Over crossing just south of Loretta tipple, Dawson	4	4	4	4
2-3-4-7	El Paso and Dawson, rotary snow plow	15	15	......	......
2-3-4	El Paso and Tucumcari, steam derrick	......	30	......	......
7	Tucumcari and Dawson, steam derrick	......	20	......	......
2-3-4-7	El Paso and Dawson, pile driver	......	25	......	......
2-3-4	El Paso and Tucumcari, Mikado Type Locomotives MK 7, 8, 9,	45	35	35	20
2-3-4	El Paso and Tucumcari on tangent track, Locomotives, Type F3 and F4	45	35	35	20

Engines running light must not exceed the maximum speed permitted freight trains unless otherwise directed

Maximum speed moving cars ahead of engine, twenty miles per hour.

Santa Fe transfer track Vaughn capacity 50 cars trains must protect against Santa Fe engines.

LIGHT ENGINES Except as noted	Running Forward	Running Backward
Mikados MK-7, MK-8, MK-9	40	20
Mountain MT-2	50	20
Pacifics P-11, P-12	50	20
Consolidations: Classes C-18 and C-19	40	20
Consolidations: Classes C-20, C-21, C-22, C-23	35	20
2-10-2: Class F-3 and F-4	30	15

SPEED TABLE

This table is for the information of enginemen in determining speed per mile and must in no way conflict with rules governing speed of trains.

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min.Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min.Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2	40	1.30	50	1.12

The above table is for the information of enginemen, and must not be construed in any way to authorize exceeding speed limits specified in speed restriction table.

MAXIMUM SPEEDS FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED

All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Locomotive	Southern Pacific Engine Numbers	E P & S W Engine Numbers	Max. Speed in Miles per Hr.	Maximum Wheel Pressure
P-11	3100 to 3109	140 to 149	61	39,350
P-12	3120 to 3129	160 to 169	73	46,490
C-18	3400 to 3409	251 to 260	51	31,780
C-19	3410 to 3426	261 to 278	54	32,290
C-20	3440 to 3444	280 to 284	51	36,100
C-21	3445 to 3449	285 to 289	51	36,100
C-22	3452 to 3469	292 to 309	55	36,180
C-23	3450 and 3451	290 and 291	55	36,180
MK-7	3300 to 3309	363 to 372	57	46,200
MK-8	3310 to 3314	373 to 377	57	46,200
MK-9	3315 to 3324	378 to 387	57	46,200
MT-2	4385 to 4390	410 to 415	73	49,200
F-3	3653 to 3667		45	45,910
F-4	3668 to 3717		45	45,910

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

District	Ruling Grades & Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
El Paso to Carrizozo	1.0	4.0	1.0
Carrizozo to Duran	1.0	4.0	1.0
Duran to Tucumcari	1.0	4.0	1.0
Tucumcari to Dawson	3.0	10.0	3.0
Orogrande to Zora	4.7	18.0	4.7
Alamo Jctn. to Russia	5.2	30.0	5.2
Carrizozo Jctn. to Capitan	4.5	20.0	4.5

SPECIAL INSTRUCTIONS, Continued

STRUCTURES LESS THAN STANDARD CLEARANCE

EL PASO TO ORO GRANDE—EASTWARD

Mile Post	LOCATION	DESCRIPTION
3.5	Bevans Spur	Sand Loading Platform, Spur....Side
4.8	Ft. Bliss Spur	Stock Pen Platform, Spur....Side
4.8	Ft Bliss Spur	Ice House, Spur....Side
5.6	Matr'l Yard	Stock Pen Platform, Siding....Side
5.6	Matr'l Yard	Nations Warehouse, Water Spur....Side
19.4	Newman	Water Column, Main Track & Siding....Side
19.4	Newman	Engine Spot Board, Main Track....Side
19.4	Newman	Pump House & Coal Bin, Spur....Side
25.0	Hueco	Stock Pen Platform, Siding....Side
48.4	Orogrande	Station Platform, House Track....Side
48.4	Orogrande	Water Tank Spout, Main Track....Over & Side

ORO GRANDE TO ZORA—EASTWARD

2.7	Jarilla	Station Platform, Siding....Side
3.2	Lucky Mine	Lucky Mine Ore Bins, No. 2 Spur....Side
3.2	Lucky Mine	Loading Tipple, Tracks No. 1, 4 & 5....Over & Side

ORO GRANDE TO ALAMOGORDO—EASTWARD

54.7	Turquoise	Stock Pen Platform, Siding....Side
54.7	Turquoise	Warehouse, Track No. 2....Side
86.0	Alamogordo	Stock Pen Platform, Stock Track....Side
86.0	Alamogordo	Alamo Marble Co. Derrick, Track No. 58..Over & Side
86.0	Alamogordo	Alamo Marble Co. Marble Blocks, Track No. 58....Side
86.0	Alamogordo	Cinder Loading Platform, Track No. 60....Side
86.0	Alamogordo	Engine Distance Markers, Main Track....Side
86.0	Alamogordo	Tree, Tracks No. 19 & 36....Over & Side
86.0	Alamogordo	Ice Plant Buildings, Track No. 35....Side
86.0	Alamogordo	Trestle for Conveyor Pipe at Mill, Track No. 101..Side
86.0	Alamogordo	Treating Plant Tel. Wire. Track No. 110....Over
86.0	Alamogordo	Treating Plant Hoist Cable on Platform, Track No. 110....Over
86.0	Alamogordo	Coal Chute, Main Track....Side
86.0	Alamogordo	Water Column (East) Main Track & Siding....Side
86.0	Alamogordo	Water Column (West) Main Track & Siding....Side
86.0	Alamogordo	Station Platform, House Track....Side
86.0	Alamogordo	Oasis Hotel Sign, Track No. 6....Side
86.0	Alamogordo	Roundhouse, Track No. 20....Over & Side
86.0	Alamogordo	Thomas Store, Track No. 7....Side
86.0	Alamogordo	Planing Mill Platform, Track No. 101....Side
86.0	Alamogordo	S. W. Lbr. Co. Storehouse, Track No. 101....Side
86.0	Alamogordo	Drying Rack at Mill, Tracks No. 107 & 108....Side
86.0	Alamogordo	South End Mill, Track No. 119....Over & Side
86.0	Alamogordo	Treating Plant Platform & Power House, Track No. 111....Side
86.0	Alamogordo	Treating Plant & Platform, Track No. 110....Side
86.0	Alamogordo	Treating Plant Coal Bin, Track No. 111....Side
86.0	Alamogordo	Treating Plant Power House Track No. 110....Side

ALAMOGORDO TO RUSSIA—EASTWARD

4.2	Oliverlee Spur	Loading Tipple, Spur....Over & Side
9.0	M. P. 9.0	Alamogordo Tel. Co. Wire, Main Track....Over
12.0	M. P. 12.0	Alamogordo Tel. Co. Wire, Main Track....Over
13.6	M. P. 13.6	Alamogordo Tel. Co. Wire, Main Track....Over
15.9	High Rolls	Freight House Platform, Siding....Side
17.4	M. P. 17.4	Alamogordo Tel. Co. Wire, Main Track....Over
18.1	Wooten	Water Treater Platform, Main Track....Side
18.9	M. P. 18.9	Alamogordo Tel. Co. Wire, Main Track....Over
20.7	Toboggan	Alamogordo Tel. Co. Wire, Main Track....Over
26.4	Cloudcroft	Electric Plant Coal Bin, Spur....Side
26.4	Cloudcroft	Cloudcroft L. & L. Co. Motor Car House, Lumber Co., Main Track....Side
26.4	Cloudcroft	C. L. & L. Co. Tool House, Lbr. Co. Main Track..Side
26.4	Cloudcroft	C. L. & L. Co. Wood Shed, Lbr. Co. Main Track..Side
26.4	Cloudcroft	C. L. & L. Co. Eng. Shed, Lbr Co. Main Track & Siding....Side
26.4	Cloudcroft	C. L. & L Co. Oil House, Siding....Side
26.4	Cloudcroft	Water Tank Spout, Main Track....Over
32.7	Russia	Log Crib, Main Track & Wye....Side
32.7	Russia	Frame for Barrels, Main Track....Side

Note—Look out for narrow rock cuts between La Luz and Russia

ALAMOGORDO TO CARRIZOZO—EASTWARD

Mile Post	LOCATION	DESCRIPTION
98.8	Tularosa	Stock Pen Platform, Siding....Side
98.8	Tularosa	Station Platform, House Track....Side
116.1	Three Rivers	Station Platform, House Track....Side
116.1	Three Rivers	Water Column, Main Track & Siding....Side
116.1	Three Rivers	Stock Pen Platform, House Track....Side
127.7	Oscura	Station Platform, Track No. 1....Side
127.7	Oscura	Coal Bin, Track No. 2....Side
127.7	Oscura	Water Column, Main Track & Track No. 1....Side
127.7	Oscura	Spout on Water Tank, Track No. 2....Over
143.1	Carrizozo	Water Column, Cinder Pit Track....Side
143.1	Carrizozo	Coal Chute & Sand House, Track No. 20....Over & Side
143.1	Carrizozo	Walls, Cinder Track No. 21....Side
143.1	Carrizozo	Machine Shop, Track No. 16....Side
143.1	Carrizozo	Valve House at Steel Tank, Track No. 18....Side
143.1	Carrizozo	Loading Crane & Storehouse Platform, Track No. 17....Side
143.1	Carrizozo	Stock Pen Platform, Wye....Side
143.1	Carrizozo	Humphrey Bros.' Coal Shed, Track No. 10....Side
143.1	Carrizozo	Carrizozo Trading Co., Track No. 10....Side
143.1	Carrizozo	Barnett Grain Co., Track No. 10....Side
143.1	Carrizozo	Station Platform, House Track....Side
143.1	Carrizozo	Storehouse Platform, Track No. 16....Side
143.1	Carrizozo	Icing Chute, Track No. 18....Side
143.1	Carrizozo	Machine Shop, Track No. 15....Over & Side
143.1	Carrizozo	Sand House & Coal Chute, Hopper Track No. 37..Side

CARRIZOZO TO CAPITAN -- EASTWARD

9.0	Walnut Spur	Station Platform, Main Track....Side
14.9	Indian Divide	Wood Pile, Spur....Side
21.6	Capitan	Station Platform, Main Track....Side
21.6	Capitan	Platform, Spur....Side
21.6	Capitan	Warehouse, Spur....Side

Note.—Look out for narrow rock cuts between Vera Cruz & Indian Divide

CARRIZOZO TO TUCUMCARI -- EASTWARD

155.5	Coyote	Water Column, Main Track & Siding....Side
155.5	Coyote	Pump House, Cinder Incline & Water Tank, Track No. 3....Side
166.7	Ancho	Brick Wall, Brick Plant Track....Side
166.7	Ancho	Station Platform, House Track....Side
166.7	Ancho	Stock Pen Platform, No. 2 Siding....Side
166.7	Ancho	Water Column, Main Track & Siding....Side
185.7	Gallinas	Pump House, No. 2 Pump House Track....Side
185.7	Gallinas	Cinder Platform & Telephone Pole, Track No. 2..Side
185.7	Gallinas	Screening House, Track No. 3....Side
185.7	Gallinas	Screening House, Track No. 4....Over & Side
185.7	Gallinas	Boiler House, Tracks No. 4 & 5....Over & Side
185.7	Gallinas	Stock Pen Platform, Siding....Side
185.7	Gallinas	Mining Co. Loading Tipple, Spur....Side
194.1	Corona	Stock Pen Platform, Siding....Side
194.1	Corona	Freight House Platform, House Track....Side
202.2	Torrance	Warehouse & Stock Pen Platforms, Stock Yard Track....Side
202.2	Torrance	Station Platform, House Track....Side
213.8	Duran	Water Column, Main Track & Siding....Side
213.8	Duran	Water Column, Tracks No. 6 & 8....Side
213.8	Duran	Stock Pen Platform, Stock Yard Track....Side
213.8	Duran	Walls, Cinder Pit Track No. 7....Side
213.8	Duran	Coal Chute, Track No. 9....Over & Side
213.8	Duran	Coal Chute, Track No. 8....Side
213.8	Duran	Freight House Platform, Track No. 13....Side
228.5	West of Vaughn	Concrete Arch, A. T. & S. F. Overhead Crossing, Main Track....Over & Side
228.7	Vaughn	Station Platform, House Track....Side
228.7	Vaughn	Water Column, Main Track & Siding....Side
231.3	Tony	Stock Pen Platform, Siding....Side
250.3	Pastura	Water Column, Main Track & Siding....Side
250.3	Pastura	Stock Pen Platform, Cinder loading Incline and Pastura Trading Co. Platform, Siding....Side
266.8	Pintado	Coal Chute, Main Track & Coal Chute Track....Side
271.5	Santa Rosa	Water Column, Main Track & Siding....Side
271.5	Santa Rosa	Station Toilet, House Track....Side
271.5	Santa Rosa	Stock Pen Platform, Wye....Side
271.5	Santa Rosa	Moise Bros. Store & Warehouse, Ind'y Track No. 18....Side

CARRIZOZO TO TUCUMCARI—EASTWARD (CONT'D)

Mile Post	LOCATION	DESCRIPTION
271.5	Santa Rosa	Santa Rosa Merc. Co. Platform, Ind'y Track No. 18....Side
271.5	Santa Rosa	Coury Garage & Cont. Oil Co. Platform, Ind'y Track 18....Side
271.5	Santa Rosa	Clearance Sign in east end Yard, Ind'y Track 18..Side
287.4	W. of Cuervo	Spout on Water Tank, Main Track....Side
289.1	Cuervo	Stock Pen Platform & Bond & Weiss Platform and Warehouse, Stock Yard Track....Side
298.0	Newkirk	Stock Pen Platform, Spur....Side
309.9	Montoya	Stock Pen Platform, Stock Yard Track....Side
330.6	Tucumcari	Sand House & Coal Chute Eng. House, Track No. 85....Side
330.6	Tucumcari	Coal Hoist, Tracks No. 85 & 20....Side
330.6	Tucumcari	Coal Hoist, Engine House, Track No. 21....Side
330.6	Tucumcari	Walls, Cinder Pit Tracks No. 22 & 49....Side
330.6	Tucumcari	Car Repairers Office, Track No. 86....Side
330.6	Tucumcari	Storehouse Platform, Track No. 19....Side
330.6	Tucumcari	Roundhouse & Mach. Shop Doors, Track No. 45....Over & Side
330.6	Tucumcari	Roundhouse Door, Track No. 31....Over & Side
330.6	Tucumcari	Mach. Shop Coal Bin & Cinder loading Plat. Track No. 31....Side
330.6	Tucumcari	Trainmasters Office Platform & Coal Bin, Track No. 46....Side
330.6	Tucumcari	Stock Pen Platform, Stock Yard Track No. 30....Side
330.6	Tucumcari	Cement House, Track No. 52....Side
330.6	Tucumcari	Freight House Platform, Tracks No. 83 & 84....Side
330.6	Tucumcari	Station Coal Bin, Track No. 47....Side
330.6	Tucumcari	Chappel Co. Signs, near Station, Track No. 47....Side
330.6	Tucumcari	Wm. Troup Co. Coal Bin, Track No. 47....Side
330.6	Tucumcari	Light Grain Co. Elevator, Track No. 47....Side
330.6	Tucumcari	Steam Laundry Coal Bin, Track No. 47....Side
330.6	Tucumcari	Pump House & Cinder Loading Incline Track No. 43....Side
330.6	Tucumcari	Boiler House near Water Tower, Track No. 43....Side
330.6	Tucumcari	Sinclair Oil Co. Fence, Track No. 42....Side
330.6	Tucumcari	Tucumcari Ice Co. Building & Coal Bins, Track No. 42....Side
330.6	Tucumcari	Electric Light Co. Coal Bin, Track No. 47....Side
330.6	Tucumcari	Water Loading Racks, Track No. 48....Side
330.6	Tucumcari	Tucumcari Milling Co. Elevator, Track No. 47....Side
330.6	Tucumcari	Goldenberg Co. Warehouse, Track No. 47....Side
330.6	Tucumcari	Van Noy Restaurant Kitchen Outhouse & Coal Bin Track No. 47....Side
330.6	Tucumcari	Lobby Bar Building, Track No. 47....Side
330.6	Tucumcari	Tucumcari Light & Power Co. Wire, 5th Street....Over

TUCUMCARI TO DAWSON—EASTWARD

7.6	Bascom	Stock Pen Platform, Siding....Side
11.4	Br. D. 114	Steel Bridge over Canadian River, Main Track....Over and Side
22.8	Atarque	Stock Pen Platform, Siding....Side
28.0	Trigg Ranch Spur	Loading Chute, Spur....Side
34.3	Campana	Stock Pen Platform, Wye....Side
45.9	Cabeza	Coal Chute, Main Track & Coal Chute Track....Side
50.6	Mosquero	Stock Pen Platform, Stock Pen Track....Side
50.6	Mosquero	Wilson Co. Elevator & Coal Bin, Stock Pen Track....Side
50.6	Mosquero	Springer Lbr. Co. Fence & Coal Bin, Stock Pen Track....Side
59.0	Solana	Stock Pen Platform, Siding....Side
59.0	Solana	Freight House Platform, Spur....Side
68.8	Roy	Stock Pen Platform, Siding....Side
68.8	Roy	Floersheim Warehouse & Platform, Ind'y Track No. 3....Side
68.8	Roy	Mesa Co-Op. Co. Elevator Ind'y Track No. 4....Side
68.8	Roy	Rocky Mtn. Bean & Elevator Co. Ind'y Track No. 3....Side
68.8	Roy	Freight House Platfrom Ind'y Track No. 3....Side
79.0	Mills	Stock Pen Platform, Siding....Side
79.0	Mills	Freight House Platform, House Track No. 3....Side
79.0	Mills	Wilson Co. Elevator & Coal House, Spur No. 6..Side
88.3	Abbott	N. M. Bean Growers Assn. Platform, Spur....Side
88.3	Abbott	Wilson Co. Elevator, Spur....Side
89.5	Abbott quarry	Boiler House, Tracks No. 2 & 5....Side
89.5	Abbott quarry	Head House, Tracks No. 1 & 2....Side
89.5	Abbott quarry	Head House, Track No. 2....Over

SPECIAL INSTRUCTIONS---Concluded

STRUCTURES LESS THAN STANDARD CLEARANCE—Continued.

TUCUMCARI TO DAWSON---EASTWARD, Cont'd

Mile Post	LOCATION	DESCRIPTION
94.5	Vernon	Stock Pen Platform, Spur........Side
102.5	Taylor	Aztec Mineral Water Co. Bldg. & Coal House, Spur........Side
102.5	Taylor	Coal Chute, Main Track & Track No. 3........Side
126.9	Colfax	Stock Pen Platform, Siding No. 5........Side
132.0	Dawson	Water Column, Tracks No. 16 & 17........Side
132.0	Dawson	Scale House, Tracks No. 7 & 9........Side
132.0	Dawson	Sand House, Tracks No. 16 & 17........Side
132.0	Dawson	P-D Co. Store Platform, Spur No. 36........Side
132.0	Dawson	Station Platform, House Track No. 28........Side
132.0	Dawson	Water Loading Crane, Track No. 15........Side
132.0	Dawson	Walls, Depressed Track No. 18........Side
132.0	Dawson	Coal Unloading Trestle, Track No. 25........Side

Note—Look out for narrow rock cuts between Tucumcari and Cabeza

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RATING OF ENGINES—New Mexico Division

FOR THROUGH AND LOCAL TRAINS IN MS. OF 1000 LBS. BACK OF TENDER

Nominal Class	Official Class	Old E.P.& S.W. Numbers	Southern Pacific Engine Numbers	Lbs. Boiler Pressure	El Paso and Tucumcari	Tucumcari and El Paso
P-11	P-68 24/26-157-S	140-149	3100-3109	176	1800	1800
P-12	P-73 27/28-186-S	160-169	3120-3129	190	2500	2500
C-18	C-57 22/28-169-S	251-260	3400-3409	200	2300	2300
C-19	C-57 22½/28-178-S	261-278	3410-3426	200	2300	2300
C-20	C-57 25/30-196-S	280-284	3440-3444	170	2690	2690
C-21	C-57 25/30-196-S	285-289	3445-3449	170	2690	2690
C-22	C-57 25/30-193-S	292-309	3452-3469	170	2690	2690
C-23	C-57 23/30-193-S	290-291	3450-3451	200	2690	2690
MK-7	MK-63 29/30-247-S	363-372	3300-3309	176	3600	3600
MK-8	MK-63 29/30-247-S	373-377	3310-3314	176	3600	3600
MK-9	MK-63 29/30-247-S	378-387	3315-3324	176	3600	3600
MT-2	MT-73 29/30-263-S	410-415	4385-4390	210	3600	3600
F-3	F-63 29½/32-297-S		3653-3667	200	4500	4500
F-4	F-63 29½/32-306-S		3668-3717	200	4500	4500

Nominal Class	Official Class	Old E.P.& S.W. Numbers	Southern Pacific Engine Numbers	Lbs. Boiler Pressure	Tucumcari to Campana	Campana to Cabeza Double	Cabeza to Dawson	Dawson to Taylor	Taylor to Mills Double	Mills to Canadian	Canadian to Tucumcari Double
C-18	C-57 27/28-169-S	251-260	3400-3409	200	1930	1930	1930	5240	2620	5240	2620
C-19	C-57 22½/28-178-S	261-278	3410-3426	200	1930	1930	1930	5240	2620	5240	2620
C-20	C-57 25/30-196-S	280-284	3440-3444	170	2200	2200	2200	6000	3000	6000	3000
C-21	C-57 25/30-196-S	285-289	3445-3449	170	2200	2200	2200	6000	3000	6000	3000
C-22	C-57 25/30-193-S	292-309	3452-3469	170	2200	2200	2200	6000	3000	6000	3000
C-23	C-57 23/30-193-S	290-291	3450-3451	200	2200	2200	2200	6000	3000	6000	3000

Nominal Class	Official Class	Old E.P.& S.W. Numbers	Southern Pacific Engine Numbers	Lbs. Boiler Pressure	Alamogordo to Russia	Russia to Alamogordo		Carrizozo to Capitan	Capitan to Carrizozo
C-15	C-50 21/26-126	181-184	2505-2508	160	232	No Limit		760*	940
C-14	C-46 21/24-125	186	2504	160	232	No Limit			
F-13	F-51 21½/28-160	217-218	2510-2511	180	306	No Limit			

*Double

Engines will be given tonnage in addition to above rating when instructed.

Allowance for empty and under loaded cars.

Less than 40 M's......6 M's
40 M's to 50 M's....3 M's

SURGEONS

Location	Name	Title
San Francisco........	Dr. F. K. Ainsworth........	....Chief Surgeon and Manager Hospital Department
El Paso........	Dr. R. L. Ramey........	........Division Surgeon
El Paso........	Dr. J. M. Richmond........	......Assistant Division Surgeon
El Paso........	Dr. S. F. King........	........Assistant Surgeon
El Paso........	Dr. H. H. Varner........	........Assistant Surgeon
El Paso........	Dr. E. W. Rheinheimer........	........Assistant Surgeon
El Paso........	Dr. H. H. Stark........	........Oculist and Aurist
El Paso........	Dr. J. M. Britton........	..Assistant Oculist and Aurist
El Paso........	Dr. W. L. Brown........	........Consulting Surgeon
(Service limited to consultation with Division Surgeon)		
Alamogordo	Dr. F. B. Evans........	........District Surgeon
Alamogordo	Dr. J. G. Holmes........	......Assistant District Surgeon
High Rolls........	Dr. W. P. Shelly........	........District Surgeon
Cloudcroft	Dr. E. C. Lee........	........District Surgeon
Tularosa	Dr. H. E. Whitacre........	........District Surgeon
Carrizozo	Dr. M. G. Paden........	........District Surgeon
Carrizozo	Dr. P. M. Shaver........	......Assistant District Surgeon
Duran	Dr. A. A. Sanford........	........District Surgeon
Vaughn	Dr. G. A. Miller........	........District Surgeon
Santa Rosa........	Dr. X. E. Funk........	........District Surgeon
Tucumcari	Dr. O. E. Brown........	........District Surgeon
Tucumcari	Dr. J. M. Doughty........	......Assistant District Surgeon
Mosquero	Dr. D. C. Daniel........	........District Surgeon
Roy	Dr. M. D. Gibbs........	........District Surgeon
Dawson	Dr. F. C. Diver........	........District Surgeon
Dawson	Dr. W. Adams........	......Assistant District Surgeon

LOCATION HOSPITAL STRETCHERS

ALAMOGORDO
CARRIZOZO
DURAN
TUCUMCARI
DAWSON

HOSPITALS

GENERAL HOSPITAL, S. P. Hospital........San Francisco, Cal.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

MILEAGE

MAIN LINE

			Miles
Union Passenger Depot El Paso to Tucumcari........			331.63
Corporate Companies Main Line	E. P. & N. E. R. R. Co........	20.04	
	E. P. & N. E. Ry. Co........	124.21	
	E. P. & R. I. Ry. Co........	127.51	
	C. R. I. & P. Ry. Co........	59.87	331.63

BRANCH LINES

Oro Grande to Zora E. P. & N. E. Ry........	4.72
Alamogordo Jct. to Russia A. & S. M. Ry........	31.23
Carrizozo Jct. to Capitan E. P. & N. E. Ry........	21.30
Tucumcari to Dawson Dawson Railway Co........	131.98
	189.23
Total New Mexico Division S. P. R. R.	520.86

H. S. FAIRBANK,
Superintendent

TRAINMASTERS

B. H. HORTON........Carrizozo
J. P. NASH........Tucumcari

CHIEF TRAIN DISPATCHERS

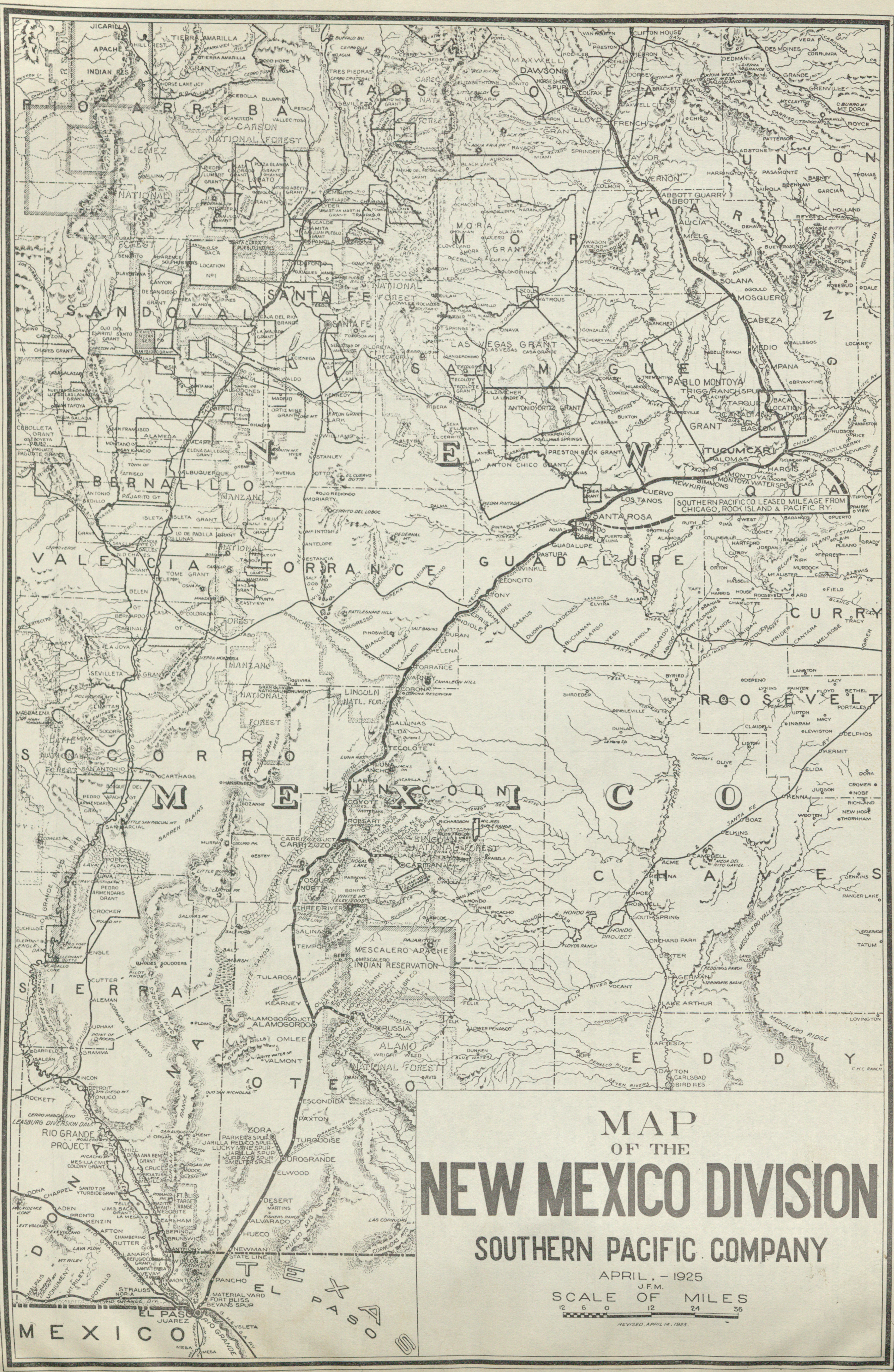
H. DIXON........El Paso
W. A. COLLINS........Tucumcari

EXAMINER

R. D. BLOSS........El Paso

ROAD FOREMAN OF ENGINES

M. L. HULL........Tucumcari


RIO ARRIBA
TAOS
COLFAX
UNION
MORA
HARDING
SANDOVAL
SANTA FE
SAN MIGUEL
QUAY
BERNALILLO
VALENCIA
TORRANCE
GUADALUPE
CURRY
ROOSEVELT
SOCORRO
LINCOLN
CHAVES
SIERRA
OTERO
EDDY
DONA ANA
NEW MEXICO
TEXAS
EL PASO
MEXICO
JICARILLA APACHE INDIAN RES.
CARSON NATIONAL FOREST
MAXWELL GRANT
LAS VEGAS GRANT
PABLO MONTOYA GRANT
PRESTON BECK GRANT
ANTON CHICO GRANT
MESCALERO APACHE INDIAN RESERVATION
LINCOLN NATIONAL FOREST
ALAMO NATIONAL FOREST
MANZANO NATIONAL FOREST
RIO GRANDE PROJECT
SOUTHERN PACIFIC CO. LEASED MILEAGE FROM CHICAGO, ROCK ISLAND & PACIFIC RY.
DAWSON
RATON
SANTA FE
TUCUMCARI
SANTA ROSA
ALBUQUERQUE
CARRIZOZO
ALAMOGORDO
TULAROSA
ROSWELL
CARLSBAD
EL PASO
JUAREZ

MAP
OF THE
NEW MEXICO DIVISION
SOUTHERN PACIFIC COMPANY

APRIL, - 1925

J.F.M.

SCALE OF MILES

12 6 0 12 24 36

REVISED, APRIL 14, 1925.